

(ESTABLISHED 1881.)

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Hongkong, 6th March, 1979. (46)

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" Capt. G. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUTZOW" Capt. C. Dower	About WEDNESDAY, 19th May.
MANILA, YAP, FRIEDRICH, WILHELMSHAFEN, SIMPSON, HAFEN and SYDNEY	"MANILA" Capt. E. Gathemann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINCE WALDEMAR" Capt. F. Iscke	About SATURDAY, 20th May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th May, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPIAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	24th May, P.M.
MARSHILLES, VIA PORTS	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	7th June, P.M.
MARSHILLES, VIA PORTS	8th June, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.20. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 11th May, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA-
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Sleivent	MANILA	Immediate dispatch.

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 14th May, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts,

A. 1, and Watkins.

Yokohama, May 23rd, 1909.

To Let.

TO LET.
SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,
Princes Buildings,
Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West,
Hongkong, 9th March, 1909.

TO LET.

NO. 3 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.,
Hongkong, 12th May, 1909.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3, CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RYON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 19th April, 1909.

TO LET.

TWO AIRY ROOMS in a house in BELILIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"
C/o Hongkong Telegraph,
Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central (formerly occupied by Messrs. Shew & Co.). Rents low.

Apply to—

THE COMPADORE DEPARTMENT, E. D. Sassoon & Co.,
Queen's Road Central,
Hongkong, 24th February, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, 102 HOUSE STREET, in rear of David Sassoon & Co's premises.

Apply to—

DAVID SASSOON & CO., LTD.,
Hongkong, 12th May, 1909.

Intimations.

THE OPIUM REVENUE.

The inevitable reaction in connection with the opium revenue in India has now commenced. Returns published at Simla, on April 27, of the first sale of Bengal opium this month, show a falling off as compared with the estimate of over sixteen lakhs of rupees, and as last year's swollen receipts were due, to a large extent, to forestalling this year's business, the falling off is pretty certain to increase.

FEMALE EDUCATION IN JAPAN.

MARKED DECREASE IN NUMBER OF STUDENTS.

The prediction for schooling on the part of girls in Japan is apparently dwindling. According to a Tokyo Journal, the number of candidates applying for admission to girls' schools in Tokyo this year has fallen off by almost 30 per cent. from the average number of applications. This state of affairs is causing some of the proprietors of private schools for girls to become anxious as to the future. The president of a girls' school in Tokyo points out that the rise of the mania for schooling among girls may be traced back for a period of twenty years, and became very active during the Japan-China war in 1894-5. After the Russo-Japanese war the thirst for education again increased, and girls went to school almost without exception, so that there are now very few who have not worn some time in their life the violet or purple skirt associated with female students.

This development of a thirst for knowledge gave an impetus to the establishment of girls' schools, both public and private, which together with institutions for training girls in various branches of feminine accomplishments, have multiplied year by year. Moreover, these schools and institutions have actually attracted more students than could be accommodated. Female education almost became a fashion, and can hardly be regarded as the result of an increased desire or necessity for the education of girls. As anticipated, not a few girls who have been trained in the schools have become bad characters in their after-life, while others have been inclined to disturb the harmony of the home, so that the merits of female education have now been called into question. During the past two or three years this school mania has much abated. This year, in particular, the change is very noticeable. The number of applicants for admission into the Tokyo Female University, the Female Higher Normal School, and all other higher female technical schools has shown a decrease of from 20 to 30 per cent. on the figures for last year. The same statement applies to other technical schools, which used to attract every year double the number of applicants for whom there were vacancies, but this year the required number has scarcely been obtained. In some cases the number of applicants has been too small to form even one class.

A similar state of things prevails in the interior. The abatement of interest in female education may be partly due to the depression of trade, but the principal cause is probably the passing of the fashion. On the other hand, private tutors in Tokyo show a disposition to increase in number and are becoming more prosperous. Each of these tutors has in his charge more than ten pupils, amongst whom there are often girls of good families. This is a new feature of educational activity which should be specially taken into consideration by educationalists.—Japan Chronicle.

DECAY OF HEAD HUNTING.

GRUESOME RELICS IN BRITISH NORTH BORNEO.

Recalling the manners and customs of good old times the decay of head-hunting as a pastime is becoming quite noticeable. In these parts, writes a correspondent in Province Clarke to the British North Borneo Herald. In fact, the latest head I have seen is now nearly two years old, already losing its original brightness and growing as dull and grimy as the rest. It was a beautiful specimen of Tagal work; the eye sockets filled with gutta and set with scarlet seeds, and a splendidly barbed tusks curving proudly upwards from the nasal cavity. In one or two places in the Bolo valley, close to the sites of former houses, are the remains of figures such as children at home might build with sand on the sea shore—crops, 20 or 25 feet long with played out feet, made of earth piled up till the crock's back was some three feet high. The head originally showed a gaping mouth and realistic teeth made with bits of wood or bark. After a particularly successful raid, and if the house could stand the large expenses involved, one of these figures might be constructed. The heads taken would be placed within the monster's open jaws and all the house, their neighbours and friends, would dance round and sing their many pipes, fowls and korbans at the crock's mouth. Whether these animals were merely killed for the feast or were sacrificed to the crock or to the house, or to any special house I could not then learn. The chief to whom I was talking, and who had made the particular figure to which I was referring merely said, that he had made a deer, not a crock, and changed the subject abruptly—possibly offended at my failure to recognise his handiwork, or perhaps fearing awkward questions, as the district officer was also present and listening. Another figure which I saw afterwards was admitted to be a crock. The Kalingga Muriois are said to have made these figures also.

WEIS MANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VOUX ROAD CENTRAL (formerly occupied by Midland Coy.)

Hongkong, 29th April, 1909.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast, in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a HULL below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

- I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.
- II. Three Lights, Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.
- III. Three Lights, Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.
- No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock.	Aberdeen.
Waglan.	San Xi Wan.
Stanley.	Sai Kung.
Cape Collinson.	She Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a storm warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the flag houses.

F. C. FROD.

15th May, 1909.

Intimation.

Powell's
Furnishing
DepartmentALEXANDRA
BUILDINGS.

(FIRST FLOOR)

CHINA.

We are now showing our new
"ART" TOILET SETS in four
lustrous art glazes.

CRUSHED
STRAWBERRY
CELESTINE BLUE
BRONZE GREEN
and
ORANGE

AT 9.75 per set of 6 pieces.

also a useful and artistic
WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the
unique advantage of being able to
purchase any single piece of either
of the above toilet sets, to replace
breakages.

CURTAINS.

Our range of summer curtains is
now complete with new and select
patterns, from the lowest priced
SCOTCH LACE to REAL SWISS
at prices to suit every income.

THE "POLO"
SCOTCH LACE
4 YARDS LONG.

At 5.00 per pair
is strongly recommended as a strong
and inexpensive, good washing
curtain, in white only.

We also stock these Curtains at
0.25, 7.50, 8.50, 10.00, 12.50,
15.00, and 18.50 in white and ecru
and in a large variety of designs.

Our MUSLIN CURTAINS com-
prise all the latest styles, in
Plain, Frilled and
Bordered, Madras in
white and ecru

WHITE & FIGURED
BOOK MUSLINS.

FRILLED COIN
SPOT
BOOK MUSLINS
and
EMBROIDERED
SWISS.

POWELL'S
ALEXANDRA
BUILDINGS,
and
28, Queen's Road.

Hongkong, 11th May, 1909.

For Sale.

FOR SALE.

Just Unpacked
AN ASSORTMENT OF
FLOWER SEEDS
FROM LONDON PER LAST ENGLISH MAIL,
Also
BEST AMERICAN
SUGAR CORN SEEDS
FROM CALIFORNIA
ALL IN PACKETS,
At
10 Cents each.

Apply to—
GRACE & CO.,
No. 27, Des Voeux Road.
Hongkong, 13th May, 1909. (359)

FOR SALE.

"ADLER"
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7
with the latest improvement, the
lightest touch, the strongest and the
best ever produced.

We sell our Adler under our
guaranteed terms.

A few lines will bring the Adler
to your office free trial.

We sell various makes of second-
hand Typewriters

AND
Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE
DEPOT,

33-35, Des Voeux Road, Central,
Hongkong.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 175 lbs. net \$5.50 per Cask
ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag
ex Factory.

SHEWAN TOMES & Co.,
General Managers,
10, Robinson Road, Hongkong.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES

FOR SALE.

12, D'ARVILLE STREET
HONGKONG.

THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGON (TASTELESS) FORM.

SELF CURE NO. 100001
MARVEL UPON MARVEL!

NO SUFFERER
NEED NOW DESPAIR.

But without further delay, bill or falling into
the deep ditch of quackery, may safely, speedily
and economically cure himself without the knowl-
edge of a second party. By the introduction of
"THE NEW FRENCH REMEDY"

THERAPION

A complete revolution has been wrought in the
department of medical science, whilst thousands
have been restored to health and happiness who
for years previously had been merely existing
on a miserable existence.

THERAPION No. 1—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 2—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 3—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 4—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 5—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 6—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 7—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 8—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 9—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

THERAPION No. 10—The Universal
Remedy for all diseases, supporting infor-
mation, the use of which does irreparable harm by
laying the foundation of all diseases and other
serious diseases.

A LION HUNT IN ZULULAND.

RESIDENT MAGISTRATE'S EXCITING
ADVENTURE.

Mr. Oswald Fyney, the resident magistrate
at Umombo, Zululand, had the good fortune
the other day to bag three lions. The *Times*
of Natal prints a private letter to Sir Charles
Saunders, in which he describes the hunt.

Two of the lions—a lioness and her mate—
were fighting in Mr. Fyney's presence, and
were shot without much difficulty, although
the lioness charged him savagely. Regarding
the third and largest lion he writes: "The
lion was quite exciting. The lion had 200
yards to go, and I about 400 to reach the gap
he was evidently making for. He didn't
seem to be going hard, but I don't think
I gained a foot, and he was just
about to prove an easy winner by 200 yards,
when, with a despairing shout, I put up to
take my one remaining chance. To my joy,
he stood, and turned his crest towards me,
apparently in response to my exhortation, which,
I fear, was of an uncomplimentary nature.

My shot struck him on the left, at the base
of his neck, and, swinging round with a growl
he bolted into a thicket on his right. The dogs
ran forward at the shot, and getting on the
scents, they took it to the edge of the bush,
where they waited for me to come up. On my
doing so the plucky little beast went in without
any hesitation, and I followed, feeling quite
assured that the dogs would give me due
warning of the lion's presence.

The undergrowth was so thick that I could
see nothing till there was a sharp bark from
Niba, a rush to my left, and I caught a glimpse
of one of the dogs. Thinking that the lion
was making for the "gully" again, I charged
out of the bush (it was only about twenty yards
in diameter), hoping to get a shot as he cross-
ed the intervening space, and came on to the
terrier.

The dog went in again immediately, and as
I followed him the little bitch dashed past me,
straight on to the lion. There was a growl,
a yelp, and the little bitch landed back at my feet
quite dead. Simultaneously the lion showed
himself about eight paces to my left. I had
him covered, and fired before he had time to do
anything more than growl and look very un-
pleasant.

My shot struck him just about the left eye,
and he went down. I reloaded my right barrel,
and was ready for him as he got up. This time
he tried to come on in a noisy sort of way, but
my bullet went through the corner of his left
eye, and, as I found afterwards, shattered the
left side of his brain-box.

I followed the two others for some distance,
but the scrub got so thick that it became im-
possible to proceed, except on hands and knees,
so I gave them best. The lion was a full-grown
male, with fine mane and coat; and though I
did not measure him, he struck me as being of
extraordinary length.

POMPEY'S PILLAR DAMAGED.

PART OF THE MONUMENT FALLS.

Cairo, April 6.—A great misfortune has just
befallen one of the few remaining relics of
Alexandria's former greatness. A large portion
of the monument known as Pompey's Pillar fell
the other day, and in its descent greatly dam-
aged the pedestal.

Pompey's Pillar is the most important relic
of antiquity in Alexandria. It is made of red
granite from Assuan. The foundation-stones
were taken from adjoining ancient buildings,
one of them bearing the name and figure of
Setheos I., of the nineteenth dynasty, who
reigned 1300-1250 B.C. The column was over 200
feet high and was 3 feet wide at the summit.
The pillar was erected A.D. 303 by the prefect
Pompey as a landmark to mariners, and later
on a statue of Emperor Diocletian was placed
on it by the prefect Posidius. At first it was
thought to mark the burial place of the great
Pompey. The fall of the masonry made a
tremendous noise, and greatly perturbed the
people in Alexandria.

This damage to Pompey's Pillar is all the
more distressing as it has occurred on the eve
of the Archaeological Congress which is to meet
this coming week. The Congress was first held
at Athens in 1905, and Cairo has been chosen
for the second meeting. Over six hundred
delegates have notified their acceptance of in-
vitations. Great Britain will be represented
by Dr. Wallis Budge, the well-known Egypto-
logist, and Mr. A. Hamilton Smith, head
of the Greek and Roman sections at the
British Museum; Austria-Hungary by Dr.
Emile Reich, of Vienna University; and Mr.
Joseph Hampel, delegate of the Hungarian
Academy. France is sending M. Theodor
Reinach, of the Institute, Mlle. Lucie Berlioz,
delegate of the Ministry of Education, and
M. Ernest Leroux amongst others. M. Naville,
the eminent excavator, represents Geneva
University, and Dr. Georges Reisner, also of
Oriental fame, is one of the American dele-
gates. Every country is fully represented, and
the above are only a few of the many well-
known archaeologists who are coming.

The Khedive has evinced great interest in
the Congress, and will preside at the opening
sitting at the Opera House on the 10th inst.,
when he will deliver an inaugural speech. His
Highness will hold two receptions for the
delegates, one on Easter Monday at Abdin
Palace and one two days later at the Delta
Barrage. The Congress will meet daily at the
Opera House up to the 15th inst., and will, of
course, visit all the sites of interest. The sit-
tings will be held in Alexandria, and the dele-
gates will visit the ruins of St. Mark's City,
where Professor Kauffmann will explain his
wonderful excavations.

Over eighty papers will be read during the
Congress, and the communications made will
be of exceptional interest. The Congress is
merely one on Egyptology and Arab art, but it
will constitute a study of Greece, Rome, and
Byzantium in respect of their connection with
Egypt.

WATER RETURN.

Level and storage of water in reservoirs
on the 1st day.

CITY AND HILL DISTRICT WATER WORKS.			
LEVEL.		1908.	1909.
Tytam...	30' 51" below	60' 21" below	60' 21" below
Tytam Byewash...	24' 1" below	24' 8" below	24' 8" below
Tytam Intermediate...	24' 1" below	17' 1" below	17' 1" below
Pokfulum...	8' 0" below	17' 4" below	17' 4" below
Wong-mai-chung...	13' 4" below	37' 21" below	37' 21" below

STORAGE GALLONS.			
		1908.	1909.
Tytam...	120,510,000	55,718,000	55,718,000
Tytam Byewash...	808,000	781,000	781,000
Tytam Intermediate...	98,302,000	112,499,000	112,499,000
Pokfulum...	48,410,000	11,620,000	11,620,000
Wong-mai-chung...	15,310,000	2,704,000	2,704,000

Total..... 392,410,000 83,322,000

Consumption of water in the City and Hill
District during the month of April.

LEVEL.			
		1908.	1909.
Consumption.....	130,004,000	115,640,000	115,640,000
Estimated population.....	206,610	206,610	206,610
Consumption per head per day.....	20.2	18.4	18.4

Constant supply in all districts during April, 1908.

Intermittent supply by Rider mains in Rider
main districts during April, 1909.

The return of consumption is subject to
error owing to the difficulty of accurate mea-
surement whilst the extension works at Albany
Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL.

LEVEL.			
		1908.	1909.
Kowloon Gravitation Reservoir...	30' 4" below	37' 3" below	37' 3" below

STORAGE GALLONS.

LEVEL.			
		1908.	1909.
Kowloon Gravitation Reservoir...	116,000,000	99,235,000	99,235,000

Consumption of water in Kowloon during the
month of April—

LEVEL.			
		1908.	1909.
Consumption.....	10,000,000	23,788,000	23,788,000
Estimated population.....	87,500	87,500	87,500
Consumption per head per day.....	8.4	9.0	9.0

The Government Analyst reports that the
water is of excellent quality.

W. CHATHAM,
Water Authority.

Intimations.

THE DRAPERY
EMPORIUM,
7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE
USEFUL ARTICLES

CLOTHING, FANCY GOODS
and TOYS

AT
VERY NORMAL PRICES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS, (H.T. Flowers), RIB-
BONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, MAINSODS, SHIRT-
INGS, ALPACCAS, HOSIERY,
ENGLISH AND AMERICAN FOOT-
WEARS, &c., &c.

Prices and Samples on application.

Best attention to all Cash and Post Orders
Hongkong, 15th April, 1909. (354)

Benger's Food is
mixed with fresh
new milk when
used, is dairy
and delicious,
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.

Benger's Food is sold in bottles by all
Chemists, etc., everywhere.

BENGER'S
FOOD

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It
was an experienced old diplomat who said this to
a beginner in the work. It may pass in some
things, but not in business. Fraud and decep-
tion are often profitable so long as concealed;
yet detection is certain sooner or later; then
comes the smash-up and the punishment. The
best and safest way is to tell the truth all the
time. Thus you make friends that stick by you,
and a reputation that is always worth twenty
shillings to the pound everywhere your goods
are offered for sale. We are able modestly to
affirm, that it is, on this basis that the world-
wide popularity of

VAMPOLE'S PREPARATION

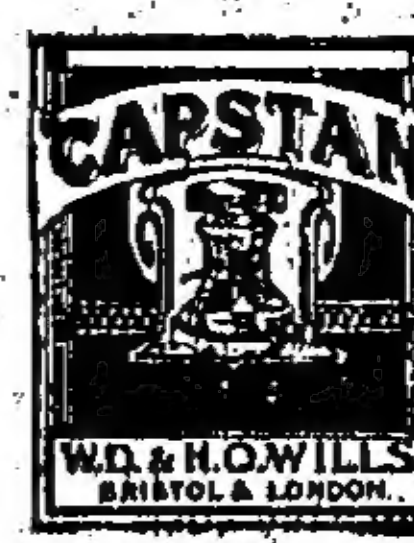
rests. The people have discovered that this
medicine is exactly what it is said to be, and
that it does what we have always declared it
will do. Its nature also has been frankly made
known. It is palatable as honey and contains
all the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. A combination of supreme
excellence and medicinal merit. Nothing has
been so successful in Anemia, Scrofula, Bron-
chitis, Influenza, Loss of Flesh and Wasting
Diseases, Weakness and Low Nervous Tone,
and all complaints caused by Impure Blood.
Dr. Austin D. Irvine, of Canada, says: "I
have used it in cases where cod liver oil
was indicated but could not be taken by the
patient, and the results following were very
gratifying." It is effective from the first dose
and agrees with the most sensitive and nervous
stomachs. It cannot deceive or disappoint you,
and comes to the rescue of those who have
received no benefit from any other treatment.
It stands for the medicinal triumphs of the age.
"Watch carefully against imitations." Sold by
chemists throughout the world.

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that BRITISH-
AMERICAN TOBACCO COMPANY,
LIMITED, Registered Office, Cecil Cham-
bers, 26, Strand, London, W.C., England,
Tobacco Manufacturers, have on the 2nd day
of April 1909, applied for the registration, in
Hongkong, in the Register of Trade Marks, of
the following Trade Mark:—



in the name of BRITISH-AMERICAN TO-
BACCO COMPANY, LIMITED, who claim to
be the sole proprietors thereof.

The Trade Mark has been used by the Ap-
plicants in respect of the following goods:—

Manufactured Tobacco, in Class 41.

A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 16th day of April, 1909.

BRITISH-AMERICAN TOBACCO CO., LTD.,
J. W. PAGE,
Assistant Secretary.

354

Auction.

PUBLIC AUCTION,

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

ON
TUESDAY,

the 18th May, 1909, at 11 A.M., at The Hong-
kong and Kowloon Wharf and Godown
Company's Godowns, Kowloon,

ex S.S. "SCANDIA,"

767 Bales PAPER,

203 Bales CELLULOSE,

40 Bales FIBRE,

AND
25 Bales WOO'LEN YARN.

(All more or less damaged by sea water).

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 12th May, 1909. (349)

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SILVIA"

Captain Porzling, having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
by the Undersigned and to take immediate
delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed at Consignees' risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, and stored at Consignees' risk
and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 21st inst. will be sub-
ject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 14th May, 1909. (348)

Consignees.

S.S. "POLYNESIE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
S.S. *Sidon*, from Havre ex S.S. *Sidon*,
and from Bordeaux ex S.S. *Ville de Dunker-
que*, in connection with above Steamer are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint.....50 cents

" " Gallon.....\$2.00

A. S. WATSON & CO

HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 27th March, 1909.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 15, 1909.

INCAPACITY, INCOMPETENCE
OR MISREPRESENTATION?

We assume that by this time readers who are interested in the construction of the Kowloon-Canton railway have made themselves acquainted with the report submitted to the Legislative Council on the subject and the statement delivered by His Excellency the Governor in explanation of several of the items contained in that report. Nobody realises better than we do the unfortunate position occupied by a Governor in relation to this matter which was engineered and started under the auspices of one who devoted funds without the sanction of the Council to the inauguration of works entirely without the knowledge of the people's representatives. Not that we would suggest these funds were improperly directed. What we wanted to know was the actual condition of things on the railway construction works, the progress of the operations, the character of the line, the probable ultimate expense of the undertaking—a mere matter of 25 miles, or less—and the estimated date of its completion. None of these details were furnished by the predecessor of Sir Frederick Lugard. Over and over again we demanded a statement, but either the unofficial members of the Legislative Council were too busily concerned with other interests or too much under the thumb of one who believed himself to be a sort of omnipotent deity to press the question. All along we have held the belief that there has been mismanagement or, at least, lack of vision exhibited over the construction of this simple task of running a line from Kowloon to Samichuan. We have heard of bridges built on mud, of culverts washed away by innocent fishnets, of things done that had to be undone, of needless expenditure incurred owing to the want of common discretion, but the Government steadfastly refused to supply the information which belongs of right to every individual who contributes to the taxes imposed by the Colony's administration. Were we wrong when we asserted that all was not well with the railway, that serious deficiencies were in evidence, that vast amounts over and above the approved estimate would be necessary

before the line even approached completion, that the mysterious absence of official data on the subject was suspicious? A glance at the "appendix" laid before the Council on Thursday, taken in conjunction with the Governor's views, does not, we think, controvert the general trend of ideas we have previously submitted. A more depressing account could scarcely be imagined. A miniature railway line which was to cost a mere five millions in dollars on the original estimate will, it has been discovered, cost not less than double that sum and probably treble the first estimate. The truth had to come out sooner or later and it is fortunate that in Sir Frederick Lugard we have one who has the courage to lay the plain facts before those who are entitled to know and to shoulder valiantly a burden with which he has been involuntarily saddled. We hesitate to suggest that there has been incompetence displayed in carrying out this work of connecting Kowloon with Canton by a single line of rails. We disclaim any special technical knowledge of an extremely technical question, but from the standpoint of ordinary laymen we must say that in our opinion there has been gross carelessness somewhere. Why all this miscalculation, under-estimation, and apparently practical inability to understand the situation, to make allowances for the special conditions prevailing in the New Territories? Why at this late hour of the day should we have to learn that earlier operations have resulted in a grand fiasco? Was there then no reason for all the secrecy that has been maintained up to the present time? Were we concerned with a private corporation we should have something more to say, but as the officials on the railway are, as officials, tongue-tied and helpless in face of press criticism, we say nothing. But we can think, furiously. What would you, the reader, think if, as a shareholder in a British or foreign railway company, the general manager and chairman of directors reported that all previous estimates as to the cost of construction of the ridiculously small side line were absurd and futile, that an adventure which had been embarked upon with light heart and easy conscience was likely to prove a disastrous speculation? Because that is the light in which the matter has to be viewed. It may be said that all Government enterprises are expensive, but that is no answer to the question. Somebody would have to be hauled over the coals, and somebody would receive the orders of the "big stick" and the mailed glove, both combined and neither antagonistic. It is not surprising that when the Governor, in presenting one of the most explicit and plain reports on the subject of the railway, should declare that it was "not an exhilarating subject." That was a most euphemistic way to describe a heart-breaking affair, and it only shows how foolish it is on the part of the Government to refrain from taking the public into its confidence. Had we known, as we should have known long ago, the state of affairs and been enabled to realise how far anticipations were at fault, there would be less cause for criticism to-day. We should have been prepared for what we must now regard as the inevitable. But when we are kept in ignorance of the financial and operative doings of the Government undertaking, when the confidence of those who wish the Government well is repulsed and slighted and when we only learn at the last moment, when concealment is no longer possible, that our fond hopes and beliefs are without foundation and that pessimistic views are confirmed, how shall we take it? Probably the only way is to make the best of a bad bargain, to put it in commonplace language. Of course, we, or most of those who read this, will have to pay the piper and look as happy as possible under the circumstances. The curious fact is this—that if a private firm should make such egregious mistakes as those attributed to the originators of this Kowloon-Canton railway they would not only be ostracised but buried and forgotten. Perhaps we had better leave the matter at that and leave readers who have perused the Governor's report to their own reflections. The one thing to remember is that in no way is the present Governor responsible for the derelictions of his subordinates except as administrative head of the Colony of Hongkong and to him our sincere sympathies are due for having to present in person an account of improvident incapacity which it was his misfortune to have to place before the Legislative Council two days ago.

LOCAL AND GENERAL.

THE English mail of the 17th April was delivered in London on the 14th inst.

THREE months' hard labour and three hours' stocks were awarded a coolie named Wong Chue Pak for stealing 2½ lbs. of gelatine.

FOR assaulting and resisting a European constable while on duty in Connaught Road Central, a coolie was fined \$5 in the Police Court to-day.

HIS Excellency the Governor has been pleased to appoint Mr. A. E. Wood to act as Assistant Registrar General and Deputy Registrar of Marriages during the absence on leave of Mr. E. D. C. Wolfe, or until further notice, with effect from 1st inst.

It is noted that Monday, the 24th instant, will be observed as a public and a bank holiday, under the provisions of the Victoria Day Ordinance, 1903.

An application has been made to the Ministry of Agriculture, Industry and Commerce by a Chinese merchant for permission to start gas-works in Peking.

MARQUIS ITO has addressed a letter to the Waiwupu on constitution in China and advises her to model her constitution on the systems of Germany and Austria.

MR. D. W. Treaman will act as Assistant District Officer, Police Magistrate, and Assistant Land Officer for the Northern District of the New Territories, with effect from 1st inst.

NAGOSHI is to have a splendid hall for gishu dances shortly. The cost of the building alone is estimated at ¥20,000, while an additional ¥30,000 will be expended on decorations and fittings.

HIS Excellency the Governor has been pleased to appoint Mr. P. E. J. Wodehouse to act as Deputy Superintendent of Police and of Fire Brigade until further notice, with effect from 1st inst.

ALTOGETHER, one hundred and two decorations of the Order of the Double Dragon have been conferred on the Special Envoys to the late Emperor's funeral and their staffs by the Emperor of China.

TWO coolies and a farmer travelled on board the s.s. *Hai Tung* from Kowloon to Hongkong without paying for their passage. At the Police Court, to-day, they each had to pay \$18 each for the privilege.

A YOUNG German resident of Tientsin, Mr. Otto Wendel, who was formerly in the employ of Messrs. Carlisle and Co., but latterly had been engaged in business on his own account, has died of hydrophobia, having been bitten by his own dog. Mr. Wendel was married, and his wife had recently left for home.

HIS Excellency the Governor has given his assent in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—No. 3 of 1909.—An Ordinance to amend the Evidence Ordinance, 1885; and No. 4 of 1909.—An Ordinance to amend the Wireless Telegraphy Ordinance, 1903.

PRINCE SU has asked that the Tls 250,000, yearly allowance paid to the Imperial Household at New Year, and ordered by the Luog Yu Empress Dowager to be remitted, may be applied to be needs of the Navy. The Prince Regent has acceded to the request, but is waiting to obtain a Decree from her Majesty signifying her consent.

AN old lady of 112 years of age has just died in New York. She was born in Hungary on January 3rd, 1797, and had been ill only a few days. It was her boast that she never had a doctor in her life, and one was not called for until two days before her death. Five children, fifty-four grandchildren, and eighteen great grandchildren survive her.

THE court-martial in connection with the theft of documents containing war secrets in charge of the 35th Regiment at Kanazawa has now been concluded. The culprit being a Chinese officer, says a Kanazawa dispatch, the court-martial is incompetent to try the case, which is to be submitted to the Kanazawa Chiko Saiban-sho for trial.

H.E. HSU CH'ANG has presented the Prince Regent with three hundred Arabian horses, which His Highness has ordered to be given to the Ministry of War. Owing to the continued illness of President Jung Ching of the Ministry of Education, H.E. Pao Hsi is likely to be appointed Acting President, and P.E. Chen Pao-shen will be appointed acting Vice President.

A VANCOUVER dispatch, of 6th ult., says:—The R. M. S. *Montagu* will leave this afternoon on arrival of the train from the East. She is carrying a heavy cargo, amounting to about 2,800 tons. The chief consignments are 500 tons of herring, about the same quantity of flour, 575,000 feet of lumber for Hongkong, and a large amount of machinery, including two locomotives for the same destination.

ACCORDING to a Chinese report the Prince Regent has decided that the youthful Emperor should begin his education next year. His Highness recently granted an audience at which he ordered Grand Councillor Chang Chih-tung to draw up the course for the Emperor's education. H.E. Chang deems the matter of utmost importance and will ask to be allowed ample time for the task, so as to enable him to draft the course with care before submitting it for Imperial approval.

A NAGASAKI dispatch to the *Asahi* reports that the Russian steamer *Amur* which was seized at Nagasaki in connection with a claim for coal supplied, was recently sold by auction, the vessel falling to Mr. Koga, of Nagasaki. The ship has now been purchased by Count Katsura, of Russia, for ¥30,000, and is to be put on the run between Sigatsha and the littoral of Siberia. The steamer will be repaired at Nagasaki before leaving for the north, and a crew has already been signed on.

It is stated by a Shanghai Chinese contemporary that some Chinese merchants have subscribed Tls. 500,000 of capital and propose to open a Chinese-Mongolian Bank at Tsaoan-fu, Manchuria, for the remittance of duties on hides and cattle from Mongolia. At their request the Viceroy of Manchuria has brought the matter to the notice of the Ministry of Agriculture, Industry and Commerce, which thought it advisable to order that the bank should be registered, according to regulations, with the Ministry of Finance.

KOWLOON-CANTON RAILWAY.

MEDICAL OFFICER'S REPORT.

The report of Dr. J. W. Hartley, M.B., railway medical officer, for 1908 is as follows:—

Mr. Naidu has been stationed at North Face Camp (No. 2 Tunnel) throughout the year.

Mr. Chan Tien Kun was appointed as an extra assistant medical officer on August 13th and has been stationed at Taipei Kau.

Mr. Kelly, sanitary inspector, has been stationed at North Face Camp (No. 2 Tunnel) and has been carrying out the sanitary work at various camps.

The general health of the railway staff shows a distinct improvement during the year, more especially in the camps at Beacon Hill Tunnel where there has been a reduction of approximately 50 per cent. of cases of malarial fever.

A similar reduction has taken place in entries for dysentery and beri-beri.

The railway work has proceeded without hindrance on account of sickness throughout the year.

The camps at No. 5 Tunnel, Taipei Kau, have been very unhealthy since work began there, but are now showing great improvement.

The Europeans especially suffered badly from malarial fever in the summer in spite of the administration of prophylactic doses of quinine.

The ground is very wet and soft and with repeated land slides which occurred on opening up the south end of the tunnel, pool-floods could not be prevented.

The workmen, moreover, in consequence of the extremely wet nature of the ground, have had to work under most trying conditions, almost always being knee-deep in water or soft mud and this no doubt has been a responsible factor in the incidence of sickness.

Now that the work is well in hand drainage and scavenging are being carried out as thoroughly as possible, coolie houses are frequently cleaned with disinfecting fluids and the result has been a remarkable improvement.

Oil is used freely all over the line as a means of destroying mosquito larvae in pools impossible to drain.

Case books have been kept at the two main camps at Beacon Hill Tunnel, and since the appointment of a resident assistant medical officer at Taipei Kau, at that place also.

It is impossible to record every case of sickness occurring amongst the coolies living in outlying marshes, but, speaking generally, there has been a great decrease in all cases occurring in places not attached to main camps as well as in the main camps themselves.

Quinine has been dealt out freely, though perhaps not so freely as formerly as I found that a considerable amount was wasted by being thrown away into the nullahs or bartered at the small stores for food, etc., the natives, especially when new to the territory, not taking kindly to the drug, and it has often to be given under compulsion. As soon as the practice was discovered steps were taken to stop it.

Serious accidents have, fortunately, been rare during the year.

One of the most troublesome ailments at present is the effect of the dynamite fumes in the big tunnel.

The heading is about 3,000 feet from the entrance at each face. Ventilation will, however, be much improved when the headings meet in the course of a few months allowing a free current of air through the whole length of the tunnel.

Most of the workers, especially at South Face, suffer constantly from severe irritation of throat and lungs as a result of breathing the air heavily charged with dynamite fumes.

Occasionally coolies have to be carried out from the workings being overcome by the fumes after blasting operations. A few minutes in the fresh air, however, always revives them and there have been no serious results.

The total number of cases treated at North and South Face Camps, No. 2 Tunnel, during the year is—

Of these the following are the principal diseases:—

	1908.	1907.
Malaria.....	556	1,158
Dysentery.....	53	124
Beri-beri.....	38	81
Injuries.....	34	371
Deaths.....	59	31
Number of cases of malaria treated at the two camps and the comparative percentages for 1907 and 1908:—		
North Face Camp.....	65	51
South Face Camp.....	63	55
Beacon Hill Tunnel.....	117	68
Taipei Kau.....	203	115
June.....	125	105
July.....	160	105
Aug.....	109	105
Sept.....	48	105
Oct.....	32	105
Nov.....	25	105
Dec.....	19	105
Total.....	1,008	1,008
Percentage of total cases of malaria treated at the two camps.....	100	100

The total number of patients seen at the No. 2 Tunnel Camps from August (when a resident assistant medical officer was appointed and records could be kept) December 31st was 403.

Of these the following were the principal diseases:—Malaria, 147, ulcers, etc., 75, skin diseases, 41, dysentery and diarrhoea, 22, beri-beri, 4, injuries, 19.

Cases of malaria..... 43 32 12 12
Percentage..... 72 52 19 14
The following table shows the cases sent to hospital during the year (—Malaria, 37, dysen-

tery, 11, beri-beri, 16, injuries, 21, cellulitis, ulcers, etc., 7, debility, 3, chest diseases, 4, eye, 1, diseases, 2, venereal, 2, alcoholism, 1, hepatitis, snake bite, 1, quinsy, 1, leprosy, 1, plague, 1, adenitis, 1, lympho, 1, pleurisy, 1, rheumatism.

1. Total, 113.

During the year 44 deaths occurred on or near the railway works. The following were the causes:—Malaria, 14, beri-beri, 13, injuries, 7 (one murder), dysentery, 3, heart failure, 1, small-pox, 1, plague, 1, pneumonia, 1, phthisis, 3.

A great many of these cases are unknown wanderers (not railway employees) who attach themselves to a camp when sick in the hope of finding shelter.

Unfortunately the number of sick loaders is on the increase.

Five Europeans have been invalided to England for the following diseases:—

Abcesses of liver, malaria..... 1
Paralytic stroke..... 1
Malaria, peripheral neuritis..... 1
Chronic bronchitis, peripheral neuritis..... 1
Perineal abcesses, boils, etc..... 1

The preventive measures adopted against disease, viz., scavenging, frequent cleansing of coolie lines, drainage and the free use of quinine have obviously resulted in diminishing considerably the incidence of the three most prominent and dangerous diseases, viz., malaria, dysentery, and beri-beri, as well as others of a less serious nature, and the results of these measures, have, I think, quite justified their adoption and consequent expense. The population is, however, a floating one and fresh cases are constantly being introduced from without, a serious factor to contend with in the attempt to eradicate disease.

A noticeable feature of the dispensaries is the frequency with which the neighbouring villagers bring their sick children, for medical advice and Western treatment.

THE MACAO BOUNDARY.

DIVERGENCE OF TREATY INTERPRETATION.

Under date, Shanghai, 5th May, "A Fortiguette" writes in the *N. C. D. News*:—After writing my previous letter regarding the delimitation of the Macao boundaries, I came across the following news, which is another proof that China's mind is being troubled by the Luso-Chinese Treaty:—

"It is reported that at the Waiwupu has found that there are differences in wording between the foreign text and the Chinese of the Sino-Portuguese Treaty and has asked Chang Chih-tung about it (as Chang Chih-tung concluded the treaty in 1888, while he was the Viceroy at Canton.)"

This is a political puzzle that I am sure very few people, among those who pay their attention to the Macao Boundary Question, can unravel, as the public has yet to learn that there exists a Sino-Portuguese Treaty concluded by Chang Chih-tung in 1888 at Canton. There may be some secret pact, a thing most improvable, or a convention of a restricted character, but we look in vain for a treaty as mentioned above.

The allegation, therefore, falls to the ground for want of support.

The report, however, may refer to the Luso-Chinese Treaty signed at Peking on December 1, 1887, by Senhor Thomaz de Souza Roza, on the part of Portugal, and by Prince Ching and Sun I-tsun, on the part of China. But no dispute, of the nature mentioned, could have arisen out of this treaty, which is written in three languages—Portuguese, Chinese and English, with a provision whereby, to all intents and purposes, it is as if written in one language only, English. Its Art. LIII reads:—

"In order to prevent for the future any discussions, and considering that the English language, among all foreign languages, is the most generally known in China, this Treaty, with the convention appended to it, is written in six copies, two in each language. All these versions have the same sense and meaning, but if there should happen to be any divergence in the interpretation of the Portuguese and Chinese versions, the English text will be made use of to resolve the doubt that may have arisen."

The inference to be drawn from the reason given cannot be other than that, in this case also, the allegation is doomed to failure.

I observe that the Macao Boundary Question is now to be decided at Peking between the Waiwupu and the Portuguese Minister. This is welcome news, as, free from local influence, we may expect a satisfactory arrangement being come to by the two Governments interested in this momentous question.

THE NIPPON YUSEN KAISHA.

GOVERNMENT VESSELS A HANDICAP.

The Nippon Yusen Kaisha fleet at present comprises eighty steamers ranging between 700 and 8,500 tons, with an aggregate tonnage of about 399,300 in addition to forty steam launches representing a total tonnage of about 1,400. Besides these vessels, the company is taking charge of seven steamers with an aggregate tonnage of 27,491, which were prizes of war taken by the Navy, and two steamers with a total tonnage of 8,442 belonging to the Department of Agriculture and Commerce. These Government steamers, says a Tokyo dispatch to the *Asahi*, are used in carrying cargo to India or Australia. Owing to the depression in the marine transport business since last year the company has five steamers lying idle and not sufficient cargo can be obtained to load the Government vessels held in trust, thus adding to the difficulties of the company, which is anxious to return these steamers to the Government. The Navy and Agriculture and Commerce Departments have no means of keeping them, however. No purchases for the steamers willing to give reasonable prices can be found at present. It has therefore been arranged by the company and the Government that the steamers shall be retained by the company, and a allowance made by the Government towards the expenses of maintenance.—*Japan Chronicle*.

Occasionally, the Police are responsible for bringing to book unscrupulous individuals whose handling of helpless animals are inhuman to a degree and in many cases quite uncalculated for. Several instances of harsh treatment in the matter of animals have periodically been brought before the proper authorities, who meted out adequate punishment to the callous offenders. One such case was brought in the Police Court, this morning, when a youthful Indian tailor, who rejoices in the name of Mengal appeared on a charge of ill-using a goat. It appears that Mengal the other day had charge of the animal at Kowloon and while in Nathan Road, the Indian was observed in the act of administering a vicious kick to his charge, which was suffering from a bad sore in one of its legs, the kick being deliberately planted on the sensitive spot. Police-
man O'Connor, who was on duty at the time, fortunately caught the Indian red-handed in the act and immediately placed him under arrest. This morning, the Indian was placed in the dock, when the presiding magistrate imposed a fine of \$10, which should be considered a very light punishment, considering the nature of the offence.

THE STRANDING OF THE
"INDRANI"

NAVAL COURT OF INQUIRY.

A Naval Court of Inquiry was held at the British Consulate-General, Kobe, on the 3rd inst., to investigate the circumstances attending the stranding of the British steamer *Indrani*, 3,226 tons net, bound from Nagasaki to Kobe, on the island of Moshima, in the Inland Sea, on the 14th ultimo. Mr. J. B. Reantlers, H.B.M.'s Vice-Consul, presided, the assessors being Captain W. W. Cooke, R.N.R., master of the P. & O. steamer *Perla*, and Captain Sale, of the steamer *Namanga*.

After summarising the evidence which had been heard the Court found as follows:—

"That the stranding was due firstly to the under-estimation of the speed of the ship between Takakami and Moshima, the estimates made of the distance run differing greatly; the pilot's estimate being 10½ miles and the third officer's 8½, whereas the true distance was 14½ miles. Secondly, to an unusual set of the tide to the N.W. in the neighbourhood of Moshima not anticipated by the pilot. The Court is satisfied that the absence of soundings being taken did not contribute in any way to the accident, there being no change in the depth of water, and that the error of the standard compass were correctly known and applied. In these circumstances the Court holds that the master must be held free from all blame, but it considers that the pilot committed an error in judgment, seeing the conditions of weather, in not ordering the master to anchor before approaching narrow waters. The Court considers that the third officer might have used his discretion in warning the master, after he had gone below for his breakfast, that the weather seemed thicker. The Court, in pursuance of the powers vested in it by Section 438 of 57 and 58 Vict. Chap. 60 orders that the costs of the Court amounting to £6 12s. 6d. be paid by the master, being a party to the proceedings in the said Court, and he is hereby ordered to pay the amount accordingly. The expenses of the Court fixed at £6 12s. 6d. are approved."

The finding was signed by Mr. John B. Reantlers, H.B.M.'s Vice-Consul, President of the Court, Captain Cooke, R.N.R., Master of the P. & O. steamer *Perla*, and Captain Sale, Master of the steamship *Namanga*.

CAUSES OF MALARIA.

THE DIGGING THEORY DISCUSSED.

In his report on malaria in Mauritius Professor Ross under the heading "Is Malaria due to the soil?" deals with various contentions urged against the anopheline theory. The paragraph in answer to the contention that malaria is produced by digging is of sufficient local interest to be reproduced in full. Professor Ross says:—

"In section I we saw that the theory of the marsh miasm gradually grew into the telluric hypothesis, according to which malaria is caused by a poison which exists in suitable soil and which escapes from it when it is disturbed; and instances which apparently support this idea are still cited. From what has just been said the reader will gather that many of them are probably only relapses occurring among previously infected workmen; while others may quite possibly be caused in the usual way by anophelines bred in marshes close to the spot where the soil has been disturbed. Both of the explanations are extremely probable in the case of large operations such as railway and canal works, where hundreds of native workmen are crowded together, housed in rough tents or huts, and perhaps exposed to much fatigue and to the attacks of many mosquitoes. But nevertheless malaria may be caused actually by the digging though not in the way suggested by the telluric hypothesis. I believe that this point was first cleared up by my own observations made in connection with the Sierra Leone railway in 1899. Severe malaria had occurred along the course of the railway while it was being made. On visiting the scene we found innumerable puddles full of the larvae of anophelines by the side of the railway embankments, in the 'borrow pits' from which earth had been taken for building the embankments, and even under the railway sleepers. I saw the same thing in connection with the Lagos railway in 1906. In fact the matter has now become a commonplace with students of malaria. Hence we must end by admitting that disturbance of the soil is really apt to cause malaria, but that it may do so, not by liberating any telluric miasm, but by encouraging the breeding of the Anophelines and the occurrence of relapses among workmen."

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

LOANS FROM ENGLAND AND GERMANY.

(By courtesy of the "Sheung Po.")

Peking, 14th May.

A loan of £3,000,000 from England and another of a like amount from Germany for the construction of the Canton-Hankow and Szechuan-Hankow railways, respectively, has been concluded.

MINISTER TO BELGIUM.

YEUNG SHU APPOINTED.

(By courtesy of the "Sheung Po.")

Peking, 14th May.

On the joint recommendation of Grand Councillors Tsai Cheuk and Chang Chih-tung, Yeung Shu has been appointed Minister to Belgium.

CHINA'S SOVEREIGN RIGHTS.

PROTECTION CONTEMPLATED.

(By courtesy of the "Sheung Po.")

Peking, 14th May.

The Waiwupu and the Ministry of Agriculture, Industry and Commerce have held a conference on the question of Consuls and foreign soldiers exceeding their powers.

It is proposed to enforce prohibition in all places other than Treaty ports in order to protect the sovereign rights of China.

SIR ROBERT HART.

RETURN TO CHINA IF HEALTH PERMITS.

(By courtesy of the "Sheung Po.")

Peking, 14th May.

Sir Robert Hart has sent a telegraphic reply to the Waiwupu stating that he will return to China if his health permits.

HARBIN.

RUSSO-CHINESE UNDERSTANDING.

(By courtesy of the "Sheung Po.")

Peking, 14th May.

H.E. Ljang Tun-yen, president of the Waiwupu; Shi Siu-kee, Tao-tai of Harbin; the Russian Minister; and the Russian Consul at Harbin, on the 11th inst., affixed their signatures to a draft Treaty containing eighteen regulations regarding Harbin.

BLUE FUNNEL RUMOURS.

NEW BLUE FUNNEL LINERS WILL HAVE PASSENGER ACCOMMODATION.

It was announced a few weeks ago, says a recent issue of the *Vacuum News Advertiser*, that the Blue Funnel line is preparing to enter the trans-Pacific passenger trade. It is now stated that the big British shipping firm, Alfred Holt & Company, is building four new liners, in each of which passenger accommodation is to be a feature. The Blue Funnel line has heretofore confined itself to freight, the only ventures in the passenger trade being the carrying of pilgrims from and to Mecca from Mohammedan countries, and stowage passengers from Hongkong and Japanese ports to this port.

BANGKOK IMPORTERS.

DECIDE TO FORM ASSOCIATION FOR MUTUAL PROTECTION.

Bangkok merchants have decided to have a commercial watchdog in the shape of an Importers' Association, and Messrs. Windsor and Co. have been elected to fill the chair. That the measures adopted will be fruitful of good results, there can be little doubt, says the *Siam Free Press*, and the wonder of it is that some such measures have not been taken long before, considering the fact that so many import firms have so often been stuck by principled dealers. Too long credit has long been the cry in most towns to the east of Suez, and many creditors have learned to their cost that Bangkok is no exception to the rule. In recent years, especially, Chambers of Commerce, wherever established, have been clamouring energetically against the pernicious system of protracted credit. In Bangkok, as well as Singapore, Penang, Saigon, Hongkong and other places, importers carry on most of their trade with shops in which there are frequently many partners, sometimes of different nationalities, and it is of the utmost importance to have a very definite understanding with these, regarding regular payment whether on the instalment system or otherwise.

CANTON DAY BY DAY.

VISIT TO THE PARACELS.

(From Our Own Correspondent.)

Canton, 14th May. The Canton officials have requested the Provincial Government of Kueik for the loan of the gunboat *Yuen Hai*, which will soon arrive here. On board this gunboat and two others, the *Shum Hong* and *Fai Po*, Taotai Wong Ping Yun, Taotai Li Chit Sun and Captain Ng King Wing will proceed to the Paracels Islands with a view to developing the place into a commercial centre. It has been ascertained that the above officials will leave here for their destination on the 1st day of the 4th moon (the 19th instant).

WEST RIVER FLOODS.

In connection with the disastrous floods in the river districts along the West River, the Relief Committee has decided to appropriate a sum of \$10,000 from the funds reserved from the amount collected last year, to buy food stuffs to be sent to the flooded districts to relieve the sufferers.

Yesterday five more expeditions were dispatched on board steam-launches with rice and biscuits, &c. to Samshui, Ching Yuen and other districts that are flooded, for distribution to the flood sufferers.

The district of Fa Yuen, in the north of Samshui district, situated on high land, has also been badly flooded, as reported in a dispatch from the Fa Yuen magistrate to the Canton Authorities. On the 9th and 10th instant the waters in the river rose up some thirteen feet, which was undoubtedly caused by the embankments in Lo Po giving way. The whole district of Fa Yuen has suffered, especially in the lower lands and river banks, where the houses were almost under water.

LIKIN COLLECTIONS.

The collection of Likin dues in Canton during the second ten days of the 3rd moon as reported by the Likin officials amounted to 48,704 8.1.4 taels.

CHINESE IN SINGAPORE.

EFFECT OF TRADE DEPRESSION ON SECRET SOCIETIES.

ANNUAL REPORT OF MR. W. D. BARNES.

Mr. Warren D. Barnes, Secretary for Chinese Affairs, Straits Settlements, in the course of his report for 1908 writes:—The depression in trade has caused a considerable increase in the number of unlawful societies. These have little in common with the old dangerous societies and are rather gangs of bad characters, whose objects are blackmail and faction fighting, than definite organisations joined by large sections of the population. They are, however, the cause of much crime, and the number now in existence both in Singapore and Penang calls for strong action to put them down. To deal with them as societies is difficult owing to the looseness of their organisation and the very temporary character of many of them. A successful prosecution or the banishment of a prominent man breaks them up for the time being but they form again later under a different name. The most effective action will be to withdraw from their alien leaders the right to further abuse our hospitality. It is regrettable that the proportion of Straits-born Chinese among these leaders is increasing.

IMMIGRANTS.

Turning to immigration and emigration he says:—The most notable feature in connection with immigration in 1908 was the imposition of 14 days' quarantine on account of small-pox against the three chief ports of departure for Chinese immigrants, viz., Hongkong, Swatow and Amoy, from the end of March to the beginning of July and of a ten days' quarantine on account of plague against Hongkong continued until the middle of September. These measures though amply justified on sanitary grounds had a disastrous effect upon the volume of immigration. During the first quarter, the figures were about normal but in the second (during which the quarantine was imposed) they fell to 42,804, the maximum, minimum and average figures for the previous nine years being 79,607 (1904) 55,695 (1899) and 67,716 respectively.

From a comparison of the returns of arrivals at Singapore from China and of Chinese departures from Singapore for Hongkong it would appear probable that on an average of ten years, about 65 per cent. of our Chinese immigrants return to China; the highest percentage in any year being 70 and the lowest 51. The figures are approximately accurate; practically all steamers carrying deck passengers from Singapore to China make Hongkong their first port of call and the number of Chinese who leave Malaya for China otherwise than via Singapore is very small.

ADVISING GAMBLERS.

In the last four years 71 persons have been banished as professional morphia injectors. It is to be feared that despite frequent prosecutions and severe sentences the morphia habit is steadily growing. Indulgence in it affords a much cheaper and speedier gratification than does opium-smoking.

The number of brothels and prostitutes known to the department is 572 with 1,864 inmates. The figures show no great variation from previous years. The inmates are called to the office twice in the year and their legal freedom explained to them. This and other measures are fairly effective in protecting them from ill-treatment by brothel keepers.

The number of persons banished was 435, ninety more than in the previous year. 147 of them were habitual criminals.

Action was taken in Singapore to put down some Wong Tai Sin chapels. Wong Tai Sin is a local demigod of Canton who came into sudden prominence there as a reliable adviser for sick people and lottery-ticket buyers. His images were brought here and at the time when action was taken, four rival idol-owners were advising, each in his own way, and receiving fees for doing so. Many petitions were received as to the harm these chapels were doing by fostering the habit of gambling among women.

Straits Times.

RUSSO-BRITISH CHAMBER OF COMMERCE.

PROMOTING COMMERCIAL INTERCOURSE.

We have received the following correspondence for publication:—

Dear Sir,—I have just received from the Secretary of the Russo-British Chamber of Commerce a few copies of the "Statutes" of that Body which has recently been established at St. Petersburg being a direct outcome of the friendly understanding between our two nations which has happily been inaugurated in the last few years.

In his letter to me, accompanying these "Statutes" the secretary of the above Chamber requests me to bring the establishment of that institution before the British commercial community of this Colony, with the view of promoting the aims and objects of the Russo-British Chamber of Commerce, which consist in furthering closer commercial and industrial intercourse between Great Britain and Russia, based on mutual economical interests.

It would give me much pleasure to record your willingness to give this very commendable scheme the valuable support of the Hongkong General Chamber of Commerce of which body you have the high distinction of being the Chairman, and with this object in view I beg to submit to your kind attention a copy of the above mentioned "Statutes," thanking you in anticipation for what steps you may consider appropriate to take in this matter.—I am, &c., (Sgd.) P. H. TIEDEMANN, Imperial Russian Consul.

Hon. E. A. HEWETT, Esq., Chairman, the Hongkong General Chamber of Commerce, Hongkong.

Hongkong Chamber of Commerce, 3rd May, 1909.

Dear Sir,—I thank you for your letter of the 27th April and for the copy of the Statutes of the recently formed Russo-British Chamber of Commerce which that letter covered.

My interest has already been aroused in the Institution by notices which I have read in the local press, and the book of Statutes which you so kindly send me gives me the fuller information I desired of so happy an undertaking. I shall take the utmost possible pleasure in acquainting the committee with the scope and admirable objects of the scheme and can assure you that its development will be watched with the greatest sympathy by this Chamber.

Will you please convey to the secretary of the Chamber the congratulations of the Hongkong General Chamber of Commerce and its willingness to at all times assist the Russo-British Chamber of Commerce in furthering closer commercial and industrial intercourse between Russia and Great Britain to their mutual and permanent benefit.—I am, &c., (Sgd.) E. A. HEWETT, Imperial Russian Consul, Hongkong.

Imperial Russian Consul, Hongkong.

ISLAND MASSACRE.

CAPTAIN AND TWO NATIVES DUTCHERED.

The Admiralty Group, situated about 180 miles north-east of German New Guinea, has been the scene of another horrible massacre. The victims were Captain Comino—a Japanese master of a small trading craft—and two of his native crew. The news of the tragedy was brought to Sydney on Saturday, 17th ult., by the German mail steamer *Prinz Waldemar*. The mail steamer in the course of her cruise touched at Simpson Haven, in German New Guinea, and while there a report of the massacre was brought in by one of the island trading vessels. The report created quite a sensation among the traders. Dr. Hahl, the Governor, was organising an expedition of native police to proceed in the Government yacht *Seeslem* to the scene and avenge the massacre.

Captain Strassburg, a well-known island identity, who has been trading in the Bismarck for some time past, was a passenger by the *Prinz Waldemar*, and he confirms the news of the massacre. No details were known when the steamer left. It is supposed that Captain Comino was trading in the Admiralty Group, and was suddenly attacked by the natives. The natives of the Admiralty Group are known to be very treacherous, and they are never trusted by traders. Captain Comino originally came from Thursday Island. He had been trading in the islands where he met his death for about 10 years.

ORIENTAL SEAMEN.

The Marine Department of the Board of Trade has issued a minute to the Superintendent of the Mercantile Marine Offices on the subject of the language tests and Oriental seamen. In this case Superintendent is informed that in future no Oriental seaman or other person of apparently foreign origin should be regarded as exempt from the provision of Section 12 of the Merchant Shipping Act, 1906, unless he can produce a certificate of birth, a certificate of naturalisation, or some other properly authenticated official certificate showing that he is a British subject or the inhabitant of a British Protectorate. Arrangements have been made by the Straits Settlements Government for the issue by the Protector or Assistant Protector of Chinese in Singapore and Penang of certificates in a certain form to Asiatic seamen who are British subjects. Certificates can be obtained in the same or similar form from the Registrar-General in Hongkong. Before accepting any such certificate the Superintendent should satisfy himself that the descriptive particulars entered in the certificate agree with those of the seaman producing it. A statutory declaration or the entry of place of birth in a discharge certificate or in articles of agreement should in no case be accepted as satisfactory evidence of nationality. These instructions do not of course apply to Levant and Turkey.

COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. Erich Georg & Co. write in their Weekly Share List at noon, to-day, as follows:—During the week under review, our market has ruled very firm for most stocks, and in some cases a further advance in rates has been established. The sterling demand rate of exchange on London closed at 1s. 9 1/16d., while rates on Shanghai are 1s. 7 1/4d. for a Bank T/T and 1s. 7 1/2d. for a three days' sight Private. Draft, Bar-silver in London is quoted 24 1/16d., and Consols 85 1/16d. The rates of discount in London are unchanged.

Bank Shares.—Hongkong and Shanghai sold in the early part of the week at \$94 1/2, but later on \$95 1/2 has been paid, and more shares are wanted; the London rate is £89 10s. od. Nationals have inquiries at \$5 1/2.

Marine Insurance Shares.—Unions sold in fair quantities at \$93 1/2 to \$94 1/2 and more shares could probably be placed. Canons sold at \$190 to \$197 1/2, and have sellers at latter rate. Other stocks under this heading are unchanged and without sales.

Fire Insurance Shares.—Hongkong, after sales at \$337 1/2 jumped to \$345, at which rate sales have been made and further shares could be placed. Chinas changed hands at \$107, and are wanted now at \$108.

Shipping Shares.—Hongkong, Canton and Macao Steamboats changed owners at \$31 1/2, but a few more shares are obtainable. Indo-Chinas have been done to the North in fair quantities at \$79 and \$80, the market closing with buyers at \$79; the Shanghai rate is 1s. 6d., while London quotes 1s. 4 1/2d. for preference and 1s. 2 1/2d. for deferred shares. China and Manilas as well as Douglases, are unchanged. Old Star Ferries sold at \$26 and have further buyers while the new issue can be placed at \$15. Shell Transports are wanted at 60s. for Esser shares; The London rate is 61s. 9d. for name shares. Union Waterboats sold and have buyers at \$10 1/2.

Refineries.—China Sugars sold at \$37 1/2 to \$40, and are wanted at latter figure. Luzons are weak with sellers at \$16.

Mining Shares.—Charbonnages are unchanged. Rubis, owing to favourable advices from the mine, have been done at rising rates, from \$8 up to \$10 having been paid; they close quieter with sellers at \$9, and no buyers over \$9 1/2. Chinese Engineering and Mining Company's shares are easier in the North, with no buyers over 1s. 10 1/2d., the total output of the Company's three mines for the week ended 24th ultimo, amounted to 29,238 tons of coal, and the sales during the same period to 27,587 tons, while for the week ended 1st instant, the returns are 32,216 and 25,518 tons respectively.

Docks, Wharves, Godowns, &c.—The price of Hongkong and Whampoa Docks has been selling away further, and there are now sellers at \$70. Hongkong and Kowloon Wharves sold at \$37 to \$39, at which latter figure they are on offer. Shanghai and Hongkong Wharves are rising to 1s. 17 1/2d. have sellers in the north at 1s. 17 1/2d. Other stocks under this heading are unchanged.

Lands, Hotels and Buildings.—Hongkong Lands are in demand at \$102. Old Hotels fetched \$71, while the new issue is offering at \$42. Humphreys' Estates sold and have buyers at \$5. Shanghai Lands are quoted 1s. 120. Other stocks under this heading are unchanged.

Cotton Mills.—Shanghai quotations are the same as given last. Hongkong Cottons have been negotiated at \$8 1/2.

Sundry Manufacturing Companies.—A fairly large business has been transacted in China Light and Power shares, from \$5 1/2 up to \$6 1/2 having been paid, the market closing with a few shares offering at \$6. Hongkong Electric sold and have further buyers at \$18 1/2. Green Island Cements fetched \$8.80, but more shares are on offer. In other stocks under this heading nothing has transpired, and rates are the same as given last.

Miscellaneous.—Campbell Moore & Co.'s shares sold at \$17, China-Borneos at \$12 1/2, and China Providents at \$9. Old Peak Tramways have sellers at \$14, while some business has been done in the new issue at \$2. Langkats have receded in the North to 1s. 1 1/4d.; the following telegraphic information, dated the 1st instant, has been received from the Sumatra director and manager in Langkat: "Daily aggregate output of crude petroleum 92,000 gallons; crude petroleum in tanks at date 310,000 gallons; kerosine made since the date of the preceding half-monthly telegram 100,000 cases; kerosine shipped since 71,000 cases, and kerosine in stock at refinery at date 86,000 cases."

Watsons changed hands at \$5. Wm. Powells have inquiries at \$3, and Weissmanns at \$150. In other stocks under this heading there is no change to report, and no sales have been made public.

TO-DAY'S EXCHANGE.

Selling.

Bank T.T.	1/9 1/16
Do. demand	1/9 1/16
Do. 4 months' sight	1/9 1/16
France—Bank T.T.	2 3/4
America—Bank T.T.	43 1/2
Germany—Bank T.T.	83 1/2
India T.T.	34 1/2
Do. demand	35 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. 100	77 1/2
Japan—Bank T.T.	87 1/2
Java—Bank T.T.	17 1/2

Buying.

1 month's sight L/C	1/9 13/16
6 months' sight L/C	1/9 15/16
35 days' sight San Francisco & New York	44 1/2
4 months' sight	45 1/2
30 days' sight Sydney & Melbourne	1/10 1/16
4 months' sight France	2 3/4
6 months' sight	2 3/4
4 months' sight Germany	43 1/2
Bar Silver	24 1/16
Bank of England rate	85 1/16
Switzerland	11 1/2

To-day's Advertisements.

JARDINE, MATHESON & CO., LTD.

It is hereby notified that Mr. JOHN JOHNSTONE has been Authorized to Sign on behalf of our Company "Per Procuration" as from this date.

JARDINE, MATHESON & Co., Ltd., Hongkong, 15th May, 1909.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA."

Captain T. H. Hido, R.M.S., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 15th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Manille and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Oceana*, due in London on 2nd July, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required. For further Particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 15th May, 1909.

BIG OPIUM SEIZURE.

ON THE "PRINZ WALDEMAR."

OVER £1,000 WORTH CONFISCATED.

The efforts of the officers of the Customs Department to prevent the smuggling of opium into the Commonwealth are being attended with considerable success, reports the *Sydney Daily Telegraph* of 20th ult. Steamers coming from the East are being systematically searched for contraband, the result being that some big seizures have been made.

When the German mail steamer *Prinz Waldemar* reached the Quay from the East on Saturday she was closely watched, and yesterday a party of searchers, in charge of Officer Cobb, boarded the vessel and made a thorough search. The vigilance of the officers was rewarded by the discovery of 332 tins of opium, valued at over £1,000.

The surprise occasioned by the finding of the opium deepened into excitement when it became known that a daring attempt had been made to bribe the Customs searchers by Chinese members of the crew. One Celestial handed the sum of £11 to Searcher Owens, at the same time remarking: "You very good fellow; you makey all!" The officer took the money, and immediately reported the matter to Customs Officer Cobb, who was in charge of the searching party. All the searchers were mustered, and shortly after the contraband was quickly located in the lining boards of two cabins in the second saloon. A careful examination showed that a cut less than 3in. square had been made in the lining boards, and the opium passed through the hole into the space between the ship's side and the lining.

After concealing the opium the smugglers replaced the "cut" and a bracket was screwed over it, giving it all the appearance of part of the cabin fittings. It was a scratch on the paint near the bracket that excited the suspicions of the searchers. The bracket was taken off, and the hiding-places of the contraband revealed. Altogether 166 tins were found in this spot. Another cabin in the vessel was overhauled, and behind the lining a further quantity of 45 tins was traced.

Searching operations were continued during the afternoon, and two officers, named Hyde, were on the track of another parcel of opium when they were accosted by another member of the Chinese crew. In a most bland kind of way the Chinaman handed £3 to the searchers, and asked them to "makey all," but the officers were not so inclined. They were bent on securing all the opium they could get, and resumed the search located 220 tins in the lining boards of the saloon pantry. The opium had been carefully packed, and several of the lining boards had to be removed to get at it. The search was continued up to dark, and meanwhile the 332 tins found on board were sent on to the King's Warehouse. The money handed over to the searchers as bribes was taken charge of by Boarding Officer McMaous, who, in turn handed it over to the Collector of Customs.

The Customs authorities were not satisfied that they had secured all the opium secreted on the vessel, and accordingly posted guards to watch her during the night. The search will be resumed early this morning.

FOUND IN SAUSAGE SKINS.

Perth, April 19th.—A Customs officer at Fremantle made a seizure of opium, concealed on the person of a Chinese seaman, Lim Swee Sun, of the steamer *Minglu*, which recently arrived from Singapore. The man was wearing a broad belt, and on feeling it the Customs officer found a lump. An investigation brought to light 22 ounces of opium in sausage skins, hidden under the belt. The Chinese will be charged with having opium in his possession.

Intimations.

THE DAIRY FARM CO., LTD.

BUTTER

40, 60, 65, 70 and 75 Cents

per lb.

OUR SPECIAL

"HONEYSUCKLE"

BRAND.

Cannot be equalled in Asia.

\$1 a lb.

Hongkong, 15th May, 1909.

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INSURANCE MAN seeks Engagement.

28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

"VICTOR,"

C/o Hongkong Telegraph.

Hongkong, 30th April, 1909.

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NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to ESTABLISH A SHOERING FORGE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of horses or ponies to the undersigned.

G. W. GEGG,

Manager,

Kennedy's Stables.

Hongkong, 4th May, 1909.

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PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 10.00 a.m.	Every 10 minutes.
10.00 a.m.	to 11.00 a.m.	Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	Every 15 minutes.
1.15 p.m.	to 1.45 p.m.	Every 15 minutes.
1.45 p.m.	to 2.15 p.m.	Every 15 minutes.
2.15 p.m.	to 3.00 p.m.	Every 15 minutes.
3.00 p.m.	to 3.30 p.m.	Every 15 minutes.
3.30 p.m.	to 4.00 p.m.	Every 15 minutes.
4.00 p.m.	to 5.00 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p

SHIPPING AND MAILS

MAILS DUE

Indian (*Kutling*) 17th inst.
German (*Prins Waldemar*) 28th inst.
The M. & O. Line's *Erroll* arrived at Saina Cruz on 17th inst.
The T. K. K. s.s. *Hongkong Maru* is due to arrive here on 20th inst.
The S. S. *Zafra* left Manila on 15th inst., and is due here on 17th inst., at 6 p.m.
The C. N. Co.'s s.s. *Chinan* left Shanghai on 16th inst., and may be expected here on 19th inst.
The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver p.m. on 15th inst., for Hongkong via the usual route of Call.
The P. M. S. S. Co.'s s.s. *Asia* from San Francisco, left Yokohama yesterday, and is due to arrive at this port on 23rd inst.
The C. P. R. Co.'s s.s. *Montezuma* arrived at Shanghai at 7 a.m. on 14th inst., and left again at 4 p.m., same day, for Nagasaki, where she is due to arrive at 6 a.m. on 16th inst.
The Imperial German Mail s.s. *Luzon*, carrying the German Mail, with dates from Berlin of the 21st ult., left Singapore to-day, at 8 a.m., and may be expected here on 19th inst., at noon.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 15th at 10 a.m. The barometer has risen moderately over S.W. China and Tongking and fallen slightly over Formosa, the R. Looboo and N. Luno.

A depression formed over the N.E. part of China Sea, is situated this morning to the South of Formosa. It is probably moving towards N.E.

An area of low pressure, is shown over E. Manchuria, and the barometer has fallen moderately at the northern stations.

A high pressure area covers W. China.

Fresh to strong N. and N.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. winds, fresh; weather improving.

2.—Formosa Channel, N.E. and N. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamocke, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

ARRIVALS.

Silvia, Ger. s.s., 4,100, Potosi, 14th May, Hamburg 31st Mar., and Singapore 8th May, Gen.—H. A. L.

Kwaiyang, Br. s.s., 1,012, M. Dawson, 14th May, Gen.—Chefoo 10th May, Gen.—B. & S.

Helene, Ger. s.s., 771, J. Jensen, 14th May, Tourane 11th May, and Hoihow 13th, Rice and Gen.—J. & Co.

Kueichow, Br. s.s., 1,215, G. Byers, 15th May, Tientsin 6th May, Gen.—B. & S.

Kwangle, Chi. s.s., 1,403, Froberg, 15th May, Shanghai 12th May, Gen.—C. M. S. N. Co.

Huangshan, Br. s.s., 1,370, S. Wilde, 15th May, Chinkiang 3rd May, Gen.—J. M. & Co.

Siguan, Br. s.s., 1,047, F. Jamieson, 15th May, Haiphong 9th May, and Hoihow 14th, Gen.—B. & S.

Fudo Maru, Jap. s.s., 1,171, Goto, 15th May, Wakamatsu 9th May, Gen.—M. B. K.

Clearances at the Harbour Office.

Typhoon, for Biliton.

Copli, for Singapore.

Kueichow, for Canton.

Hal Tin, for Canton.

Gumkang, for Cebu.

Bongang, for Shanghai.

Silvia, for Shanghai.

Helene, for Swatow.

Michael, for Kaitiow.

Kwangle, for Canton.

Anhui, for Shanghai.

Fudo Maru, for Canton.

Dafin Maru, for Swatow.

Victoria, for Haiphong.

Dandig Hall, for Bangkok.

Departures

May 15.

Dilla, for Europe.

Sutong, for Kueichow.

Rubi, for Manila.

Bani Maru, for Woji.

Antenor, for Shanghai.

Bingo Maru, for Kobe.

Kueichow, for Haiphong.

Beniamon, for Japan.

Kueichow, for Canton.

Shanlung, for Chinkiang.

Sunglung, for Hoihow.

Typhoon, for Amoy.

Copli, for Bombay.

Michael, for Tientsin.

Typhoon, for Macassar.

Per Kueichow, from Tientsin—Messrs. Castro, Dickson, Mr. and Mrs. Mitchell and 2 children, and Mr. and Mrs. Johnson.

Passengers departed.

Per Dilla, for Singapore, Mr. and Mrs. P. H. King, Mr. Van de Stadt and family, Capt. L. M. F. J. Lloyd, Messrs. W. M. Symonds, Davidson, Mrs. Crane, Mrs. 2 Misses Siele, Misses Frank (2), Messrs. E. Wylly, Schuler, L. A. Russell, G. H. Byrant, F. Anderson, L. Kerr, Bodwell, F. Harrell, A. Cuff and family, Mrs. Barrett and child, Mr. and Mrs. A. Hunt, Messrs. Goldstein and A. Doodha.

Per Bingo Maru, for Japan—Mr. V. Chirrol, Capt. Taniguchi, Mr. and Mrs. Hattori, Messrs. Hugh Kellie, E. Stark, Mr. E. Tuck, Messrs. Paul Knight, Robert Knight, Col. Miyokawa, Mr. R. Thomson, Master Matudaira and maid, Mr. and Mrs. Haeckel, Messrs. Fong Nam, D. N. Assompli, F. L. Crope Jewell, Dr. R. MacNair, Miss Mary, Mrs. West, Mrs. Jackson, Mrs. Urban, Mrs. Ashley, Misses Zella, Bell, Messrs. Byssack, Urban, Roma, Abil, Leman, K. Inouye, Ware, F. Daniel, Dick Bell and Hernandez.

Shipping Reports.

Str. Kueichow, from Tientsin—Fine weather throughout.

Str. Silvia, from Hamburg and Singapore—Had a good and pleasant trip; all well on board.

Str. Kwangle, from Shanghai—Fresh N.E. wind to Brecker Point, shifted into N.W. strong with rain.

VESSELS IN PORT.

STREAMEERS.

Amara, Br. s.s., 1,567, Matlock, 15th May, Saigon 9th May, Rice, J. M. & Co.
Amigo, Ger. s.s., 771, H. Frandsen, 14th May, Manila 14th May, Ballast—J. & Co.
Anhui, Br. s.s., 1,350, J. Meathrel, 14th May, Canton 13th May, Gen.—B. & S.
Chiyu Maru, Jap. s.s., 1,346, W. W. Greene, 14th May, San Francisco 16th April, Honolulu 22nd, Yokohama 5th May, Kobe 7th, Nagasaki 9th, and Shanghai 11th, Gen.—T. K. K.

Chouling, Ger. s.s., 1,021, J. Bruhn, 10th May, Bangkok 31st April, Rice and Wood—B. & S.

Chowla, Ger. s.s., 1,115, F. Schmeitz, 10th May, Bangkok via Swatow 1st May, Rice—B. & S.

Daiju Maru, Jap. s.s., 980, Y. Kaburaki, 12th May, Tamsui via Amoy and Swatow 11th May, Gen.—O. N. K.

Empress of India, Br. s.s., 5,910, E. Beetham, R.M.R., 14th May—Vancouver 22nd April, and Shanghai 11th May, Mails and Gen.—C. P. R. Co.

Hainan, Br. s.s., 616, J. W. Evans, 14th May, Swatow 13th May, Gen.—D. L. & Co.

Heim, Nor. s.s., 758, A. Erickson, 14th May, Bangkok 5th May, Rice—Yuen Fat Hong.

Jacob Diederichsen, Ger. s.s., 673, A. Hansen, 10th May, Hoihow 9th May, Gen.—J. & Co.

Johanne, Ger. s.s., 952, J. Iversen, 13th May, Wuhu 9th May, Rice—J. & Co.

Kennebec, Br. s.s., 3,301, C. R. Baynon, 12th May, Swatow 10th May, Ballast—S. O. Co.

Korat, Ger. s.s., 1,223, W. Schmidt, 7th May, Bangkok 1st May, Rice—B. & S.

Laertes, Br. s.s., 1,340, D. H. Frampton, 12th May, Saigon 8th May, Rice, Meal and Gen.—Wo Fat Sing.

Laisang, Br. s.s., 2,244, F. Wheeler, 11th May, Calcutta via Penang and Singapore 5th May, Gen.—J. M. & Co.

Lockton, Ger. s.s., 1,020, W. Taubert, 7th May, Bangkok 16th April, Rice—M. & S. Co.

Manchuria, Am. s.s., 8,750, A. Dixon, 10th May, San Francisco 9th April, and Manila 7th May, Mails and Gen.—P. M. S. S. Co.

Manila, Ger. s.s., 1,793, J. Minsson, 1st May, Sydney 8th April, and Manila 28th May, Gen.—M. & Co.

Nam Sang, Br. s.s., 2,391, P. M. B. Lake, 1st May, Yokohama 30th April, Kobe and Moji 8th May, Coal and Gen.—J. M. & Co.

Samson, Ger. s.s., 998, Pedersen, 14th May, Bangkok 7th May, Rice and Timber—B. & S.

Tamsui, Br. s.s., 917, Lennox, 6th May, Swatow 4th May, Ballast—B. & S.

Teau, Br. s.s., 1,340, A. W. Outerbridge, 14th May, Manila 11th May, Gen.—B. & S.

Taitau, Ger. s.s., 1,002, Fr. Bücking, 10th May, Bangkok 3rd May, Rice and Meal—B. & S.

Victoria, Swed. s.s., 980, Ekert, 13th May, Haiphong 10th May, Gen.—Po Hing Tai.

Y. Sontua, Am. s.s., 38, Garwood, 13th April, from Manila, Sugar—Yuen Sheng & Co.

SAILING VESSELS.

Alcedo, Br. 4-masted bark, 2,068, L. Smith, 1st May, Kobe 23rd April, Gen.—S. O. Co.

Steamers Exported.

Yates's

From

Agents

Days

Kaga Maru

Socotra

Namur

Chiobu

Kutsum

2 d'iro

Nippon

F. F. Ferdinand

Luetow

Asia

Takasaki Maru

P. Waldemar

Emp. of Japan

Changsha

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.

Scandia, at Kowloon Dock.

Y. Sontua

Sui Tai

Ships Passed The Canal.

2nd April—Constantia. 6th April—Wray Castle, Sado Maru, Nore, Palermo, Fathia.

13th April—Beneluch, Beneluch, Gentrurri, Prince Eitel Friedrich, Promethus, Salatia, Sengemita, Thaisu, Tsuru, Westphalia.

16th April—Kishi, Nippon, Bingo Maru, Dardanus, Hudson, Polynesian, Silbia, Tamba Maru.

23rd April—Atyanax, St. Patrick, Achilles, Antenor, Namur, Palawan, Saxon, Kamo Maru.

23rd April—Cardigan, Nera.

27th April—Lutoku, Benamor, Brasmar, Dortmund, Laertes, Sakhota.

30th April—Sydney, Albenka, Menelani, Inaba Maru, Kawachi Maru, Prince Ludwig.

4th May—Cyclon, Banca, 7th May—Falko, Caledonia, Glenah, Ping Sui, Simla, Colfax.

10th May—Zurich, Saxon, Bada, Paris, Prince Regent, Luftfeld, Slava, 14th May—Goshin, Norman Prince, Vorwari, Hittaki Maru, Benlawa, Tournai, Sanuki Maru.

Arrivals at Home—2nd April—Glasgow.

6th April—Deucalion, Camarot, Fok Line, 13th April—Aragosta, Awa Maru, Constantia, Sprewald, Silbia, Molta.

16th April—Lyndhurst, Princess Alice, Tournai, Slavonia, Montgomeryshire.

20th April—Yeddo, Promethus, 21st April—Nora.

23rd April—Tamba Maru, 27th April—Macdonia, Beneluch, Hadaly, Andalusia, Westphalia.

30th April—Kishi, Nera, 4th May—Thorid, Achilles, 7th May—Tamba Maru, Laertes, Palawan, 11th May—Dortmund, Saxon, 14th May—Caledonia, Prince Ludwig.

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Approximate times of closing mails at Shanghai via Dalay and Siberia.

20th May at 9.00 A.M.

22nd " at 8.30 P.M.

26th " at 8.30 P.M.

29th " at 8.30 P.M.

31st June at 8.00 A.M.

A Mail will close for:

Swatow—Per Hainan, 16th May, 9 A.M.

Swatow, Amoy and Tamsui—Per Dafin Maru, 16th May, 9 A.M.

Swatow, Singapore and Bangkok—Per Taitau, 16th May, 9 A.M.

Manila—Per Kennebec, 19th May, 5 P.M.

Bangkok—Per Lockton, 19th May, 10 A.M.

Weihaiwei, Chefoo and Tientsin—Per Cal.

May, 10 A.M.
Shanghai, Nagasaki, Kobe, Shimizu, Yokohama, Honolulu and San Francisco, Siberian Mail to Europe—Per Manchuria, 10th May, 11 A.M.

Swatow, Amoy and Foochow—Per Hainan, 16th May, NOON.

Manila—Per Tamsui, 18th May, 2 P.M.

Singapore—Per Kintuck, 18th May, 2 P.M.

Singapore, Penang and Calcutta—Per Nansang, 18th May, 2 P.M.

Kobe—Per Amara, 18th May, 3 P.M.

Shanghai—Per Wingiang, 18th May, 3 P.M.

Shanghai, Yokohama, Kobe and Moji—Per Kaitoku, 19th May, 10 A.M.

Manila, Yeddo, via Taitau—Per Derflinger, 19th May, 11 A.M.

Chefoo and Tientsin—Per Kaitoku, 19th May, 3 P.M.

Shanghai—Per Chinua, 20th May, 3 P.M.

Kuchinotzu, Kobe, Yokohama, Victoria, Tacoma, Vancouver, H.C. and Seattle—Per Antioch, 20th May, 3 P.M.

Nagasaki, Moji, Kobe and Yokohama—Per Kama Maru, 20th May, 3 P.M.

Manila, Yeddo, via Taitau, Singapore, Penang, Hongkong, Matupi, Brabant, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Manila, 20th May, 3 P.M.

Singapore, Penang and Calcutta—Per Laisang, 21st May, 11 A.M.

Swatow, Amoy and Foochow—Per Hainan, 21st May, NOON.

Newchwang—Per Kueichow, 21st May, 3 P.M.

Manila—Per Yuenang, 21st May, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Yokohama, Honolulu and San Francisco—Per Chiyu Maru, 22nd May, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.), Siberian Mail to Europe—Per Empress of India, 22nd May, 5 P.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per Chenan, 22nd May, 6 P.M.

Singapore and Samarang—Per Hopang, 23rd May, 10 A.M.

Europe, India, via Taitau—Per Ozeania, 23rd May, 11 A.M.

Manila—Per Tamsui, 23rd May, 2 P.M.

Singapore, Penang and Colombo—Per Iyo Maru, 23rd May, 5 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per Aldenham, 26th May, 11 A.M.

Shanghai—Per Yingchow, 27th May, 3 P.M.

Manila—Per Loonging, 28th May, 3 P.M.

CHINA COAST METEOROLOGICAL REGISTER.

May 14th, 1900, a.m.

Vladivostok, 7 a.m. 29.85 4 100 SE 0 1

Nemuro, 6 a.m. 30.12 100 SE 0 1

Hakodate, 5 a.m. 30.09 100 SE 0 1

Kochi, 4 a.m. 29.91 100 SE 0 1

Nagasaki, 3 a.m. 29.92 100 SE 0 1

Kagoshima, 2 a.m. 29.93 100 SE 0 1

Oshima, 1 a.m. 29.94 100 SE 0 1

Naha, 12 a.m. 29.95 100 SE 0 1

Ishigakijima, 11 a.m. 29.96 100 SE 0 1

Bonin Is., 10 a.m. 29.97 100 SE 0 1

Chefoo, 9 a.m. 29.98 100 SE 0 1

Weihaiwei, 8 a.m. 29.99 100 SE 0 1

Hankow, 7 a.m. 30.00 100 SE 0 1

Kiukiang, 6 a.m. 30.01 100 SE 0 1

Shanghai, 5 a.m. 30.02 100 SE 0 1

Gutai, 4 a.m. 30.03 100 SE 0 1

Sharp Peak, 3 a.m. 30.04 100 SE 0 1

Amoy, 2 a.m. 30.05 100 SE 0 1

Swatow, 1 a.m. 30.06 100 SE 0 1

Taichow, 12 a.m. 30.07 100 SE 0 1

Taiwan, 11 a.m. 30.08 100 SE 0 1

Koshan, 10 a.m. 30.09 100 SE 0 1

Pescadores, 9 a.m. 30.10 100 SE

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$16,000,000 }	1,006,234	{Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.034	5 1/2 %	{\$910 buyers London, £89.10
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$10,000 }	\$10,223	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$12,757 \$11,990 \$185,000 }	none	\$14 for 1907	7 1/2 %	\$197 1/2 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 93,747 Tls. 118,277 \$1,000,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 204 buyers
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$1,000,000 \$197,148 \$105,240 \$68,309 }	1,164,911	{Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$845 buyers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	{ \$1,000,000 \$154,475 \$199,664 }	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$125 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$138,663 \$113,802 }	\$375,341	\$6 and bonus \$1 for 1907	7 1/2 %	\$108 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,181,173 }	\$68,711	\$17 for 1917	8 %	\$345 an. and b.
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$164,638 }	51,025	\$1 for 1906	...	\$11
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$99,067 \$150,000 }	Nil	\$1 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$67,500 \$79,428 \$15,344 }	\$20,279	Final of 1/2 making \$14 for 1908	7 1/2 %	\$314 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ \$1,000,000 \$14,000 }	£13,755	{6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 5.154	4 %	{\$51 buyers \$38 buyers
Do. do. (Deferred)	60,000						7 1/2 %	{Tls. 53 buyers Tls. 55 buyers 50/6 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 80,000 }	Tls. 14,510	Final of Tls. 14 making Tls. 31 for 1908	7 1/2 %	
Do. do. (Preference)	100,000	£1	£1	{ \$1,000,000 \$16,000 }	£6,817	Second interim of 1/- for a/c 1908	4 %	\$26 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	{ \$1,000,000 \$10,000 }	\$0	{\$1.00 for year ending to 4. 1908	3 1/2 %	\$15 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$47,431 }				
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 81,000 Tls. 7,000 }	Tls. 2,215	Final of Tls. 14 making Tls. 24 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$56,848 }	Dt. \$5,858	\$5 for year ending 31.12.08	8 1/2 %	\$140 an. and b.
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dt. \$235,813	\$3 for 1897	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	18.50	Tls. 50	{ Tls. 100,000 }	Tls. 9,473	Tls. 34 for year ending 31.8.08	...	Tls. 175 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$175,000 £12,289 }	£11,556	{Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 161 buyers
Rioh Australian Gold Mining Company, Limited	150,000	£1	18/10	{ £1 }	Dt. £2,191	No. 12 of 1/- = 48 cents	...	\$91 buyers
DOCKS, WHARVES & GODOWNS.								
Fauwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$45,000 }	Dt. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,500,000 \$16,806 \$10,000 }	\$10,108	Final of \$14 making \$34 for 1907	...	\$19 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$97,197 \$100,000 }	\$18,778	Final of \$4 making \$8 for 1908	11 %	\$7
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 }	Tls. 13,742	Interim of Tls. 24 for 6 months ending 31st October, 1908	6 %	Tls. 85 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	3 %	Tls. 171 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	6 %	Tls. 101 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$750,000 }	Dt. 4,230	\$14 for year ending 30.6.07	...	\$10
Central Stores, Limited	50,123	\$15	\$15	{ \$751,845 }	\$12,611	\$1.00 on 1st and 60 cents on first new issue	...	\$8 1/2
Hongkong Hotel Company, Limited	14,000	\$50	\$50	{ \$700,000 \$13,915 }	\$265	Final of \$3 making \$6 for 1908	...	\$71 an. ex n.d.
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	{ \$800,000 }	\$26,475	Final of \$31 making \$7 for 1903	7 %	\$102 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$45,251 }	\$5,485	60 cents for 1908	6 1/2 %	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none }	\$278	\$14 for 1908	5 %	\$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,125,045 Tls. 37,000 }	Tls. 14,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 37,000 }	31,968	Final of \$2 making \$4 for 1908	9 %	\$44
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 }	Tls. 8,320	Tls. 5 for year ending 31.10. 1908	4 1/2 %	Tls. 120
Hongkong Cotton Spinning and Weaving Co., Company, Limited	125,000	\$10	\$10	{ \$20,000 }	\$9,553	50 cents for year ending 31.7.08	6 %	\$81 sales
Indo-Chinese Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 52
Loan-tung-cow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 500,000 }	Tls. 15,911	Tls. 50 for 1906	...	Tls. 400
MISCELLANEOUS.								
Bell's Asbestos Asbestos Agency, Limited	8,604	12/6	12/6	{ £1,500 }	£648	1/101 per share for 1907 = 1.037	7 1/2 %	\$101
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 }	Nil	\$1.00 or 1908	7 1/2 %	\$121
China Light and Power Company, Limited	50,000	\$10	\$10	{ none }	\$5,138	50 cents for year ended 28.2.06	...	\$6
Do. do. special shares	50,000	\$10	\$10	{ none }	\$5,138	80 cents for 1908	8 1/2 %	\$91 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$10,000 }	\$3,407	\$1.30 for year ending 31.7.08	7 1/2 %	\$161
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$8,000 }	\$48	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$890 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 }	\$3,750	75 cents for 9 months ending 31.12.07	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 }	\$251	\$1 for year ending 29.2.09	9 1/2 %	\$121 ex div.
Hall & Holt, Limited	21,000	\$20	\$20	{ \$420,000 }	\$8,957	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$181 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$1,195	Final of \$15 per share making \$10 for 1908	12 1/2 %	\$155 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 }	\$7,616	Final of \$1 per share making \$1 for 1908	8 1/2 %	\$24
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$20,000 }	\$8,790	1st Quarterly div. of Tls. 121 for account 1909	4 %	Tls. 1,140 b.
Mauchamp & Co. (Mines) Ltd. (Landbouwer- plaat in Langkat, Limited)	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 62,924 }	Tls. 16,582	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 %	\$14 buyers
Peak Tramways Company, Limited	15,000	\$10	\$10	{ \$150,000 }	\$7,471	None	3 %	\$2 sales
Peak Tramways Company (new)	15,000	\$10	\$10	{ none }	18,640	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 112 1/2 b.
Philippine Company, Limited	75,000	\$10	\$10	{ none }		Final Tls. 5 making Tls. 8 for 1908	6 %	Tls. 140 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 6,503	Final of 3/- making 46/- for 1908	...	Tls. 415 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 5,250	None	...	\$24
Shanghai Waterworks Company, Limited	18,850	£20	£20	{ Tls. 220,000 }	Tls. 25,038	40 cents for year ending 31.5.08	8 %	\$5
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	Dt. \$56,632	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 94 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none }	\$1,100	60 cents for year ending 31.12.07	6 1/2 %	\$10 buyers
Wai-tsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 1,000 }	Tls. 201	100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 buyers
Wai-tsin Waterworks Company, Limited	50,000	\$10	\$10	{ \$500,000 }	\$1,560	Interim of 30 cents a/c 1908	6 1/2 %	\$9
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 }	\$6,438	Final of 30 cts. making 85 cts. for the year ended 30th June, 1906	...	\$3 buyers
Watson, (A. S.) & Co., Limited	30,000	\$10	\$10	{ \$300,000 }	\$6,438			
William Powell, Limited	15,000	\$7	\$7	{ none }	\$3,95			

* These shares are entitled to half of the profit.

Intimations.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.

Advertisement for Denmark's Pride HEYMANS BUTTER, featuring an image of a butter tub and the text "SIEMSEN & CO., Sole Agents. 858".

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics is without equal in all cases of defective nerve power, whether induced by worry, overwork, indigestion, climate, excessive, youthful imprudence, or other influences incidental to the work and wear and tear of modern life.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvelous properties ever be equaled in all cases of poor blood, impurity, or other impurities in the blood, from whatever cause arising. No accident is so likely to befall the system as that of impurities in the blood, and the most common and most dangerous of these is the virus of disease.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations, bearing the name of "VETARZO," for the sake of a few pence.

Agents for India:—TREAHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

Advertisement for N. LAZARUS, OPHTHALMIC OPTICIAN, featuring an image of an eye and the text "EYES RIGHT!" and "WILL test your eyes free of charge, and if they are wrong will put them right."

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right. Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

D. NOMA, PROFESSIONAL TATTOOER, AND THE EXPERT REMOVER OF TATTOO MARKS, No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources. My 34-year experience in tattooing is a guarantee of good work and prompt execution.

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Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

at QUEEN'S ROAD CENTRAL

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1900.

TSIN TING.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

The copying of Portraits with distinct

miniatures a specialty.

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